



Sophomore Steve Winn works on isometric drawing in CHS drafting class. (Photo by Greg Derr)

Treatment Plant

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Thomas Hintz of Metcalf and Eddy Engineers, the firm hired to plan the facility, said that the plant would be situated 1500 feet away from the Deer Hill School and approximately 600 feet away from the Osgood School. An access road to the plant, they said, would be at Smith Place with no entrance available from the school area.

From an engineering viewpoint, Hintz said, there is some ledge rock in the higher ground bordering the area and wetlands in the lower elevations. The actual facilities, he said, would be placed on level land. The site was also described as being within a type of natural amphitheater.

Supt. John Maloney said he was concerned about on-shore winds carrying any possible odor from the plant to the elementary schools. Similarly, Committee member Pat Walsh questioned the possible danger of vapors escaping during the sewage treatment process and affecting school children.

Hintz emphasized that all treatment units would be enclosed with many of the cleaning units contained underground. He anticipated neither noise nor odor from the facility. He said, "The biological contactors" used in the treatment process would

prevent the creation of gasses or aerosols.

School Committee Chairman Doris Golden questioned the availability of land to build onto Deer Hill School should Joseph Osgood School close in the future if the treatment plant were constructed at the proposed site. Committee member Frank England also queried whether the School Department would have any further use of the land as an athletic field.

Mary O'Brien, a concerned parent, said she was familiar with the land where the treatment plant would be built and commented that it was the flattest area of the 10 acres and felt it would make a good athletic field. She questioned the legality of the Commissioners planning on this land which she understood to be used only for school purposes.

Maloney said that the Board of Sewer Commissioners were proceeding in the proper manner by seeking the required Town Meeting vote to transfer land taken by eminent domain for school purposes at a 1969 Special Town Meeting.

Hobbs invited the Committee to join the Commissioners and the consulting engineer for a walking tour of the site. The Committee said it would plan to take up the offer at a future date and postponed further discussion on the site.

Pratt Campaign Appoints

Key positions in the campaign organization working for the election of Glenn A. Pratt as selectman have been announced.

Heading the campaign group as Election Committee chairperson with responsibility for overall direction of the effort will be Alison Alessi of 56 Red Gate Lane. Ms. Alessi

is a commercial real estate broker in the Cohasset office of the Jack Conway organization, covering several adjoining towns on the South Shore.

Dr. Alan M. Schwartz of 33 Nichols Road will be Election Committee treasurer, heading a group to raise funds for campaign literature, advertising and mailings.

Merchants Attack

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had he received a phone call apprising him of the changes the Planning Board was recommending. He claimed that the Town doesn't contribute to the maintenance of his property, particularly snow removal, and expressed outrage at what he termed a lack of courtesy to the Town's largest tax-paying entity.

Wayne Sawchuck, former Planning Board member and chairman, suggested that the board withdraw the article. He said that the state oversees the number of curb cuts allowed on a state highway and that townspeople needn't be concerned that all future lots will be only 10,000 feet. He felt that the proposed restrictions were far too severe for an area so heavily developed already.

Board member John Bradley, chairing the meeting for absent chairman Glenn Pratt, pointed out to the 70 people in attendance that the hearings on the proposed zoning changes gave townspeople an opportunity to air their views. He maintained that the board desired an orderly development along the highway and felt an area of 10,000 feet for a business lot was too small and that unless change was made 3A would become a series of small lots.

Other changes proposed for the highway business district would increase width from 100 to 200 feet, front yard from 50 to 100 feet, side yard from 20 to 30 feet, rear depth from 20 to 50 feet and coverage from 50 to 30 per cent. The height requirement remains at 35 feet and a buffer zone of 50 feet between business or multi-family dwellings also would be required.

Another article proposing changes in area regulations for the Downtown Business zoning by-law would increase area from 0 to 5,000 square feet, frontage from 20 to 50 feet, width from 20 to 50 feet with the rest of the require-

ments remaining the same.

It was noted that if the change is made, existing businesses again would become non-conforming and property values would decrease. Harbormaster Harry Ritter questioned the intent of the board to restrict the building capabilities of a piece of property and referred specifically to the plot between the Corner Market and Curtis Compact which

is under 5,000 feet in area as a blight to the town.

Bradley commented that land not built on should be subject to regulations. The Planning Board, he said, will vote on the article changes which also include common driveways and repairs in wetlands, and will make their recommendations on the Town Meeting floor.

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